



Airwaves

Sports Aeromodellers Association Moreton Bay Region

Monthly Newsletter - July 2015

Caboolture Heritage Society - 5th & 6th September

The Caboolture Heritage Society (near the Historical Village) is hold a national flag raising ceremony on **5th September** and have asked if SAAMBR members would be kind enough to organise a static display of model aircraft. Aircraft can be dropped off from 6.30am.

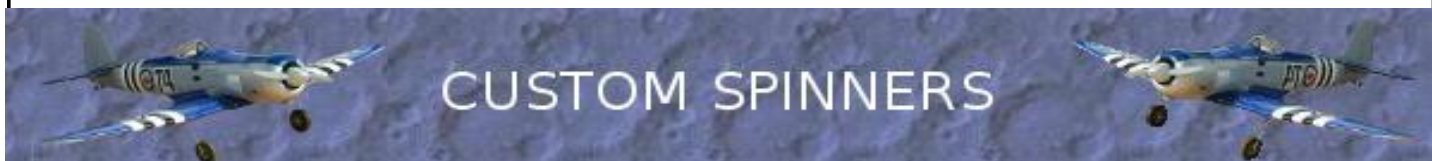
The display is open to the public from 8.30am—12.00 midday. All models and helicopters regardless of size are welcome. For further information contact **Col Parry** on **3888 3848**.

On Sunday 6th September The Caboolture Warplane and Flight Heritage Museum is holding a Wings and Wheels day. Below is an information leaflet and all members , friends and family are invited to attend.

NAUGHTY !

A new potential member who was not financial was given the gate code and left on his own to fly at the field earlier this month. **It's a BIG NO NO to give the gate code to anyone** who is not a financial member of the club. When a member is the last to leave and there are visitors at the field they **MUST** leave so the member can lock the gate. How many others is this same person going to give the code to? Can you guarantee they wont?

Next Meeting
Friday 28th August 7.30pm
Community Hall
Cnr Todd & Ellis Sts
LAWNTON



Graham Ross
graham@tag-model-spinners.com
www.tag-modelspinners.com

Wings & Wheels 2015

When: Sunday September 6th

Where: Hangar 101, McNaught Rd, Caboolture (Airfield).

Time: Gates open 8.00am-3.00pm

Entry:

Family \$25 (2 adults ,2 children).
Adult \$10; Children \$5.
Concession \$5

Entrants:

Vehicles \$10 includes driver and \$1 passenger. All extras \$5.

Aircraft:

Please pre-book to secure your space and help us to account for numbers

Entertainment

Music Duo

Me and JodyLee . 3 hours 10am-1pm

Pin Up Girl Competition

Miss Wheels and Wings 2015 (Styled on the 40's & 50's)

Competition starts 11am , prizes to be won.
Entry to be advertised.

Vehicle Prizes

Best veteran, vintage, classic, Hot Rod and Military.

Refreshments

BBQ's to U—great burgers and sausages.
Coffee & Tea. Ice cream vendor

Entrants—Free tea & coffee in Museum

Joy Rides

(C47 Dual Engine Run)

Warbird joy rides available. Pre-book or pay on the day. (contact via the Museum).

Museum Raffle

01 Bird Dog Joy ride. Drawn at 1pm. Joy flight can be taken on the day.

For All Enquires Please Contact:

Chris 0405 766 465

Mark 0417 490 066

Email: chevynut@hotmail.com

PLEASE NOTE

This is not an Airshow.

The airfield will still be open for normal operations.

Come & have a great day with a wide variety of Cars and planes.

For more information contact:

Caboolture Warplane & Flight Heritage Museum Inc.

Hangar 101, Mc Naught Rd Caboolture Qld 4510

Telephone: 07 5499 1144

Email: caboolturewarplanemuseum@gmail.com

Or find us on **Facebook**.



Minutes of the SAAMBR 26/6/2015.

The meeting commenced at 7.30 PM. Those present as per the signed book.

Apologies from Brad Jory, Andrew Holloway, Gordon Barnett, Rob Moore, Kerry Turton, Danny Hollis.

Confirmation of the previous minutes was moved by Darryl Thomas and seconded by Arthur Barnett. Accepted. There was no president or secretary report.

Treasurers report: All receipts and expenses were advised. At a later date a further fixed term payment will be made when income is consolidated from receipts of the 2015/2016 fees
Moved Eric Pond, seconded Graham Tattersall.

CFI report. Nothing untoward to report and training is progressing well. There was no field maintenance or Airwaves editors report.

The reports were moved by Dave Anderson and seconded by Graham Ross. Accepted.

New members: Mick Dallman, Bill Sharp, Peter Allenson.

There was no business arising from the previous minutes or report.

General Business:

Uhlmann Road report:- Graham Tattersall made a report and advised that most flyers seem happy with the field. The night fly was a great success and members were able to check out the lighting systems and facilities.. The recent pattern flying competition was a great success with visitors most impressed with the field.

A water tank with the associated plumbing is needed. Geoff Hunwick advised that a 5000 litre tank with supports, installation and vermin proofing would cost \$4875.

It was proposed that the club spend \$4875 to carry out this work.

Moved , Graham Tattersall, seconded Graham Kennedy . Accepted.

Drainage is needed at the field and will be done at a later date.

The field establishment is progressing exceptionally well and all equipment working and in good condition. The next working bee will be used for repairs to one of the containers and weed spraying with the odd amount of ground filling also attended to. A water supply to the toilets will be attended to.

The tractor is needed soon at this field. Security is assured and transport costs to be obtained.

We have been advised that there are **TWO UNMARKED WELLS** somewhere on our field at Uhlmann Rd . Members should be very careful , ESPECIALLY at a night fly, if they are walking around in the long grass for any reason. Further investigation will try to ascertain the exact position of the wells so that they can be signed and marked.

The electrical system is working very well and is a credit to Mike Lewis for his efforts .

Insurance cover on the assets at Uhlmann Rd will be checked and updated if required to cover any recent additions. MAAA offers a type of insurance cover of up to \$10,000 for affiliated clubs. Whether this is of any benefit to the club will be investigated.

Col Parry raised the point about the gun club, adjacent to our field, having a danger area raised to 3000 feet and 2 km radius when conducting shooting events. We may be able to also access the raised ceiling when the danger area is promulgated by CASA. The matter was discussed and will be investigated.

Meeting closed 8.10pm.

Meeting Dates for 2015

Here are the dates for club meetings to be held this year. Put it in your diary.

Friday: **August 28th, October 30th, November 27th 2015.**



This applies only if you have the mental capacity to comprehend the meaning of these statements. It requires a real deep thinker to grasp these most important facts of life.

Number 9 - Death is the number 1 killer in the world.

Number 8 - Life is sexually transmitted.

Number 7 - Good health is merely the slowest possible rate at which one can die.

Number 6 - Men have two emotions: hungry and horny, and women can't tell them apart.If you see a gleam in his eyes make him a sandwich

Number 5 - Give a person a fish and you feed them for a day. Teach people to use the internet and they won't bother you for weeks, months, maybe years.

Number 4 - Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing.

Number 3 - All of us could take a lesson from the weather. It pays no attention to criticism.

Number 2 - In the 1960's, people took drugs to make the world weird. Now the world is weird, and people take antidepressants to make it normal.

Number 1 - Life is like a jar of chilli chutney. What you enjoy today might burn your arse tomorrow. As someone recently said: "Don't worry about old age; it doesn't last forever".

Getting Lined Up

By Barry Evans

Now that you have those landings down to a fine art and doing those touch and goes efficiently let's get down to more finer points. Have you ever wondered why your model seems to be off the centre line when you come over the fence on final ? It is simple if you have not lined up on the centre line in the first place. Do you really know where the centreline approach path is ?



Think about this. You are on base leg do you just guess where the extended runway centreline is or know where it is so that you can turn on to final at the correct point?

Most modellers I watch seem to just guess where the centre line is and as a result can end up anywhere on final. I always try to line up on the centreline and there is a little trick to it.

When nobody has a model up and you are able to walk onto the field and stay there for a few minutes, walk out to centre of the runway intersection then look back along the approach path . Now pick a really prominent object out on final that is an extension of the runway centreline. Remember it and do this for all the other final approach paths.

Walk back to the pilot area and have a good look at the object. When you are on the correct approach path the model should be coming at the runway from that point all the way down on final.



The particular object can be a large tree or a break in the tree line or even a small visible bush. It does not matter what just so long as it is obvious to you.

Now the smart ones are going to say but you are not looking at the model from the centre line but to the side of the cen-

tre line .

This is absolutely correct but the displacement of the model is relatively small and can be easily corrected with minor control inputs as you get closer to the end of the runway. Trust me it works every time.

To make you approaches even more accurate take into account the crosswind component for that runway. Very seldom do you encounter calm conditions or a wind that is blowing straight down the runway. Prior to your flight look at the windsock and see whether the wind will be blowing from the left or right of the runway when you are on final approach. If the wind will be coming from the left you will need to be slightly to the left of the centreline and vice versa if from the right. The stronger the wind the more you will have to be off the centreline.



The wind will be blowing the model off the centreline right up until you touch down so if you are right on the centreline coming over the fence be prepared to have your model drifting off the centreline UNTIL touchdown. . It can take a bit of practice to judge how far you must be off the centreline. The amount of displacement will be dictated by the strength of the wind. This is a judgement call so be ready to correct the model if the wind is blowing the model too far off the centreline and near the edge of the runway. This is really necessary if using the “main” runway coming from the left at Bray Field as you could easily end up in the pilot area fence or even the area itself. We all know that is a big NO NO .

The windsock is a valuable companion when you are flying so remember it is there and make use of what it is telling you. Full size aircraft pilots will tell you it is one of the most important wind indicators they have for a successful landing . Also remember the wind does change direction so that a headwind may become a tailwind by the time you complete your flight. Check the windsock on your downwind landing leg before you commit yourself to a landing.

There are various techniques available to counteract a crosswind in addition to the above . These include a tracking or sideslipping approach however they are probably too complex to explain here. If you want more on these techniques see me at the field and I will explain them.

Happy landings stick twiddlers.



Gold Coast Fun Day 19th July

By Graham Bate

This was a great Fun Day on the Gold Coast on Sunday 19/07/15. My son Anton had a good day. There were 3 events: **Limbo**, **Touch and Go**, and **Dead Stick Glide**. There were 14 competitors, which Anton was the only one to use glow motors models, all the other's had electric .

First up was the **Limbo**, which after just cutting the ribbon at a height of 1metre Anton got third place. As a father I was very proud. (holding the pole for limbo can be a bit scary, as I thought I might have to bat a couple planes away with the pole).



Next was the **Touch and Go**, and with great pride and delight, Anton got first place with 6 T & G's in one minute while having to battle strong winds. unfortunately after minor damage to 2 planes Anton could not compete in the third event. Overall it was a great day and nice to meet some fellow flyers.

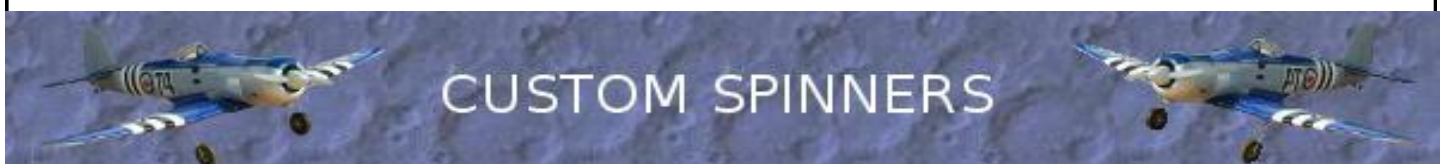
Cheers
Graham.

Deadline For Airwaves Material—15th of the month.

Many thanks to all contributors of articles for Airwaves. Submissions have increased recently and we all appreciate those members for sharing their knowledge and experiences with the rest of us. Please keep them coming, there's a lot of stories out there that others find interesting so don't be shy.

Note that the deadline for all material is the 15th of the month. Much appreciated.

Dick Hall editor. (Email is on the next page.)



Graham Ross

graham@tag-model-spinners.com
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Events Calendar 2014 – 2015

August 29-30 Southern Cross Warbirds Gladstone

September 19-20 Southern Cross Warbirds Toowoomba (TAA)

October 17-18 Southern Cross Warbirds Maryborough

October 24-25 Australian Model Flying Day

Organised by the MAAA in aid of the Royal Flying Doctor Service. All MAAA clubs are encouraged to participate in some type of activity in aid of the RFDS. Consult the MAAA website for more information or the secretary@maaa.asn.au if interested.

November 7th Queensland Turbine Flyers Suncoast
14-15 Southern Cross Warbirds SAAMBR

NEXT WORKING BEE

SUNDAY AUGUST 2nd

SID BRAY FIELD

8.00am

(General clean up)

SAAMBR TRADER

BUY WANTED SELL SWAP FREEBIES

Here's the place to advertise your planes and equipment for sale at no charge to members.

Deadline for adverts 15th of the month.



SAAMBR

Contact Information:

PO Box 574 Chermside South Qld 4032

Bray Field location:

Elizabeth Road, Griffin, North of Brisbane 4503

Gibson Field location:

Uhlmann Road, Burpengary East, North of Brisbane 4505

♦ President

Brad Jory

Email: president@saambr.asn.au

♦ Secretary

Andrew Holloway

Email: secretary@saambr.asn.au

♦ Treasurer

Mark Brown

Email: treasurer@saambr.asn.au

♦ Committee Members

Rob Moore

Email: robertcolin46@gmail.com

Ian Swadling

Email: swado@bordnet.com.au

♦ Public Relations Officer

Greg Petherick

Email: petherg@msn.com.au

♦ Bray Field Coordinator

To Be Advised

Email: TBA

Airwaves

Dick Hall

Email: dickiehall@hotmail.com

Website: www.saambr.asn.au



Have you joined our SAAMBR Facebook Page? It's a great way to connect with fellow flyers!

<https://www.facebook.com/SAAMBRRC>

Indemnity: Please

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